

75 N BONSON ST

PLATTEVILLE, WI 53818-2502

City of Platteville

2022 Annual Agency Profile

NTD ID 50431

<http://www.platteville.org>

General Information

Service Consumed

60,686 Annual Unlinked Trips (UPT)

Service Supplied

170,740 Annual Vehicle Revenue Miles (VRM)

18,532 Annual Vehicle Revenue Hours (VRH)

Database Information

NTDID: 50431

Reporter Type: Rural Reporter

Assets

Revenue Vehicles 10

Servie Vehicles 0

Facilities 8

Asset Type Tier II

Sponsor NTDID 5R06

Financial Information

Sources of Operating Funds Expended

Directly Generated \$112,651
Federal Government \$431,267
Local Government \$10,414
State Government \$48,123

Total Operating Funds Expended \$602,455

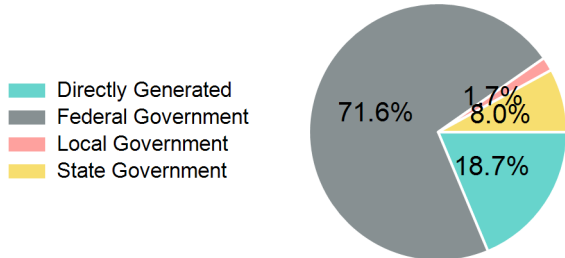
Sources of Capital Funds Expended

Directly Generated \$0
Federal Government \$77,458
Local Government \$20,163
State Government \$0

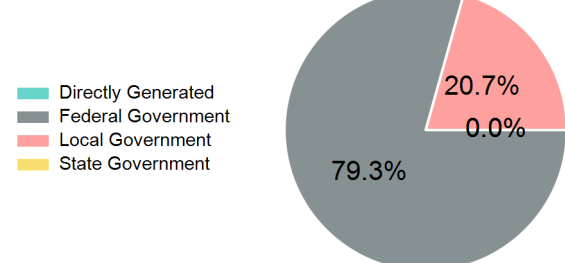
Total Capital Funds Expended \$97,621

2022 Financial Breakdown

Operating Funding Sources

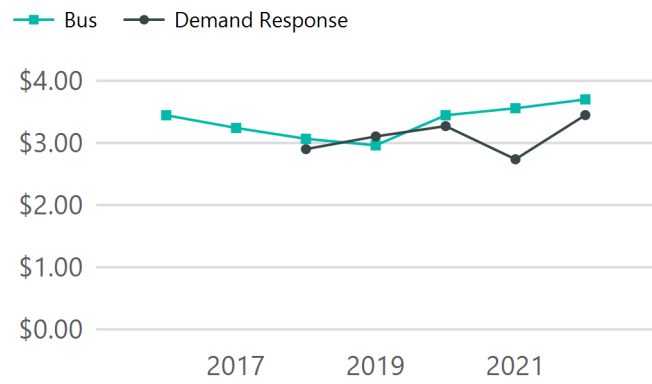


Capital Funding Sources

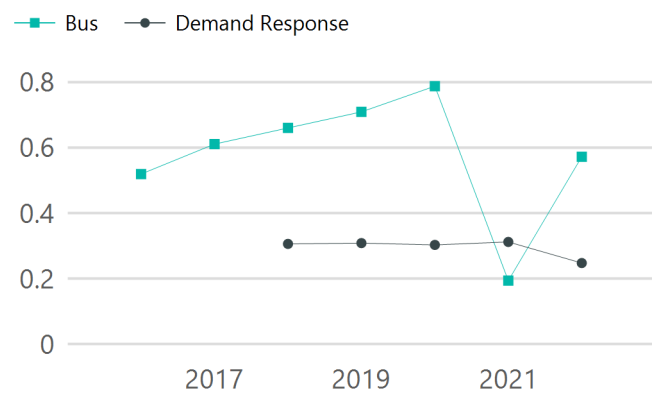


Metrics - Time Series

Operating Expenses per Vehicle Revenue Mile



Unlinked Passenger Trip per Vehicle Revenue Mile



Performance Measure Targets - 2023

Performance Measure - Asset -Target % not in State of Good Repair

Equipment - Automobiles - 33%
Equipment - Trucks and other Rubber Tire Vehicles - 29%
Facility - Administrative / Maintenance Facilities - 10%
Facility - Passenger / Parking Facilities - 10%
Rolling Stock - AO - Automobile - 77%
Rolling Stock - BU - Bus - 44%
Rolling Stock - CU - Cutaway - 47%
Rolling Stock - MV - Minivan - 51%
Rolling Stock - SB - School Bus - 0%
Rolling Stock - SV - Sports Utility Vehicle - 27%
Rolling Stock - VN - Van - 27%

Modal Characteristics

Overview

| | Directly Operated VOMS | Purchased Transportation VOMS | Total Vehicles Operated in Maximum Service (VOMS) | Fare Revenues | Operating Expenses | Capital Expenses | Annual Unlinked Pass. Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Average Fleet Age in Years |
|-------------------|------------------------|-------------------------------|---|---------------|--------------------|------------------|-----------------------------|------------------------------|------------------------------|----------------------------|
| Mode | | | | | | | | | | |
| Demand Response | 0 | 3 | 3 | \$111,059 | \$392,635 | \$0 | 28,213 | 113,973 | 13,089 | 4 |
| Bus | 0 | 3 | 3 | \$1,592 | \$209,820 | \$97,621 | 32,473 | 56,767 | 5,443 | 1 |
| Total (all modes) | 0 | 6 | 6 | \$112,651 | \$602,455 | \$97,621 | 60,686 | 170,740 | 18,532 | |

Metrics

| Mode | Service Efficiency | | Service Effectiveness | | |
|-----------------|---|---|----------------------------|------------------------------|------------------------------|
| | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour | Operating Expenses per UPT | UPT per Vehicle Revenue Mile | UPT per Vehicle Revenue Hour |
| Demand Response | \$3.44 | \$30.00 | \$13.92 | 0.2 | 2.2 |
| Bus | \$3.70 | \$38.55 | \$6.46 | 0.6 | 6.0 |
| Total | \$3.53 | \$32.51 | \$9.93 | 0.4 | 3.3 |

